



PIETERMARITZBURG
AERO CLUB established in 1938

JUL/AUG/SEP 2018

TELSTAR NEWSLETTER



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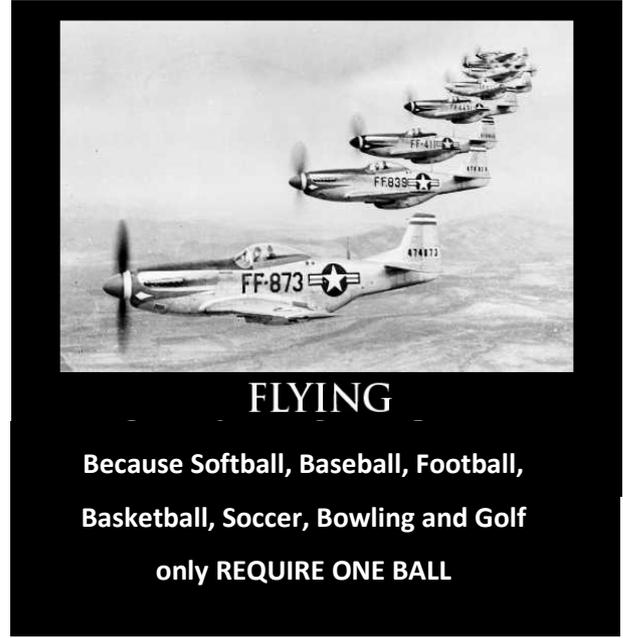
TELSTAR READER's Comments :

Hi Telani,

I must compliment you on another very professional and well-presented Telstar. I do not know how you find the time to produce such a polished and interesting magazine with your current workload. You have reached 30 pages of fascinating content, it will not be too long before you reach 60 pages per issue. There is definitely a "book" in you. You could become Pietermaritzburg's own Jim Davis. 😊

Well done,

John Arkley
Ideal Group Africa (Pty) Ltd



From: [Locke Purdon](#)

Sent: Friday, July 06, 2018 7:04 PM

To: [PMB Aero Club](#)

Subject: Re: June Telstar

Well done Telani,
An excellent read all the way to the bottom!

Best regards

Locke

Pub Talk

30 Years of Flight

It all began in 1984 when Anton Rosseau applied to the South African Airforce. He was accepted, but not as a Pilot, he became an Aircraft electrician, and was nicknamed “Sparkie”. It was four years later, in 1988, when his dad gave him a Trial Lesson for Christmas, that he began to take flight. He completed his PPL within one year and earned his Wings in January of 1989.

Anton left the Airforce in 1990 to complete his CPL. At the time, only two written exams were required, but these were made tough to pass with negative marking and limited sittings. He completed his Instrument rating in 1991 and secured a loan to complete his Flight Instructor Rating by 1993.

With this in hand, Anton joined the Cape Aero Club, and instructed there until 1997 when he joined Airlink on the Dorniers 228 for 1 year, followed by the Jet Stream 4 (J41). (He had completed his ATPL and Grade II Instructor Rating in 1996 while still working at the Cape Aero Club.)



Anton (right), training a Zambian Crew Member from Pro-flight in the Jetstream 41

Then came an eighteen-month battle when Anton lost his flying medical. He threw himself into Ground School Training, researched Air Law with a fine-tooth comb, and sent multiple lawyers letters to the Authorities before eventually regaining his Flying Medical in March of 2000. He went straight back to Airlink, based in Cape Town, where he flew for a further year.

In 2001, a promotion to Captain required he move to Johannesburg. Continuing with his love of Flight Instruction, he became a Grade 1 Instructor in 2004. In early 2005, Anton became a DFE. (At the time had to be a G1 before you could be a DFE. That has subsequently fallen away).



A Pilot from Tata Steel in India doing a PC 12 rating with Anton

Anton started Gryphon Flight Academy in 2006 for advanced pilot training. Although at the time an ATO, (a registered Aviation Training Organization), wasn't a requirement from the SACAA, Anton applied for, and received one anyway. Gryphon Flight Academy presently has branches in Johannesburg and Pietermaritzburg.

In May 2007, Anton left Airlink and from the end of 2007 until 2008, became the Chief Pilot for ExecuJet, based at Lanseria Airport in Johannesburg, where a Colleague and friend of his was the Ops Manager. Shortly after this appointment, Anton was offered the same by Airlink, but he chose to stay with ExecuJet as morally he felt this was the right thing to do.



Embraer 120 training in France, Le Bourge

From 2009 his interests focused full time on his Flight School, Gryphon, partly because of internal politics in ExecuJet.

30 years of flying later, Anton is still



passionate about flying, his Flight School, and Regional Airline flying, and Energy Healing with "Reiki" !

← Left, Anton with his son, Henri, in ZU-WES.



Boeing anticipates massive global demand for pilots

Source: https://businesstech.co.za/news/business/260655/boeing-anticipates-massive-global-demand-for-pilots-heres-how-much-a-licence-costs-in-south-africa/amp/?__twitter_impression=true

Boeing anticipates massive global demand for pilots – here’s how much a licence costs in South Africa



Boeing has released its 2018 Pilot & Technician Outlook, projecting demand for 790,000 pilots over the next 20 years.

This represents double the current workforce and the most significant demand in the outlook’s nine-year history.

The demand is being driven by an anticipated doubling of the global commercial airplane fleet as well as record-high air travel demand and a tightening labor supply, Boeing said.

“Despite strong global air traffic growth, the aviation industry continues to face a pilot labor supply challenge, raising concern about the existence of a global pilot shortage in the near-term,” said Keith Cooper, vice president of Training & Professional Services at Boeing.

“An emphasis on developing the next generation of pilots is key to help mitigate this,” he said.

“With a network of training campuses and relationships with flight schools around the globe, Boeing partners with customers, governments and educational institutions to help ensure the market is ready to meet this significant pilot demand.”

Despite the commercial pilot demand forecast holding nearly steady, maintenance technician demand decreased slightly from 648,000 to 622,000, primarily due to longer maintenance intervals for new aircraft. Collectively, the business aviation and civil helicopter sectors will demand an additional 155,000 pilots and 132,000 technicians.

Demand for commercial cabin crew increased slightly from 839,000 to 858,000, due to changes in fleet mix, regulatory requirements, denser seat configurations and multi-cabin configurations that offer more personalized service. In addition, 32,000 new cabin crew will be required to support business aviation.

South Africa

Despite recent reports of SAA looking to 'rent' out its pilots, industry experts speaking to BusinessTech said that there is a major dearth of pilots in South Africa and around the world.

This was highlighted in March when [Emirates](#) underwent a major roadshow to recruit experienced and technically proficient commercial pilots in South Africa to fly its growing network of international routes.

As pilots are promoted based on a seniority system income-levels can differ greatly, with the average commercial pilot earning R368,033, according to [Payscale](#).

However, this can rise to as much as R1.2 million in cases where pilots have more than 20 years experience, Payscale's data showed.

Licence costs

In April, [BusinessTech](#) spoke to Johannesburg-based flight school [U-Fly](#) about the current cost to obtain a private pilots licence, as well as the additional requirements for night flying and a commercial licence.

U-Fly's Chanel Minaar explained that before obtaining a Private Pilot Licence (PPL), one first needs to obtain a Student Pilot Licence (SPL) which it estimated would cost around **R100,000**, and typically takes between 6 to 12 months to complete.

However, a Commercial or Multi-Engine Commercial Pilot Licence (CPL) is substantially more expensive with hour building, instrument flight rating, and multi-engine class rating totalling close to **R260,000**.

Minaar added that the training duration for a CPL is typically 12 to 18 months, depending on completion of exams.



The Cat & Duck method of IFR flying:

I first came across the Cat and Duck Method of Instrument Flying over a decade ago, in a magazine if I recall correctly... I think it is just as amusing today as it was then, am not sure who wrote it originally. (Please don't take it literally!) ... and enjoy... whether it is the first, or the umpteenth time you have seen it... ...Ed

From www.anvari.org

oOo

Today's flight age is an era highlighted with increasing emphasis on safety.

Instrumentation in the cockpit and in the traffic Control Tower has reached new peaks of electronic perfection to assist the pilot during take-offs, flight, and landings.



For whimsical contrast to these and other marvels of scientific flight engineering, it is perhaps opportune to remind pilots of the basic rules concerning the so-called Cat-and-Duck Method of Flight, just in case something goes wrong with any of these new-fangled flying instruments you find in today's aircraft.

Place a live cat on the cockpit floor. Because a cat always remains upright, he or she can be used in lieu of a needle and ball. Merely watch to see which way the cat leans to determine if a wing is low and, if so, which one.

The duck is used for the instrument approach and landing. Because any sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the plane and follow her to the ground.

There are some limitations to the Cat-and-Duck Method, but by rigidly adhering to the following check list, a degree of success will be achieved.

1. Get a wide-awake cat. Most cats do not want to stand up at all, at any time. It may be necessary to get a large fierce dog in the cockpit to keep the cat at attention.



2. Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a cat licking itself usually results in a tight snap roll, followed by an inverted (or flat) spin. You can see



this is very unsanitary.

3. Old cats are best. Young cats have nine lives, but an old used-up cat with only one life left has just as much to lose as you do and will therefore be more dependable.

4. Beware of cowardly ducks. If the duck discovers that you are using the cat to stay upright - or straight and level- she will refuse to leave without the cat. Ducks are no better on instruments than you are.

5. Be sure the duck has good eyesight. Near-sighted ducks sometimes will go flogging off into the nearest hill. Very short-sighted ducks will not realize they have been thrown out and will descend to the ground in a sitting position. This manoeuvre is quite difficult to follow in an airplane.

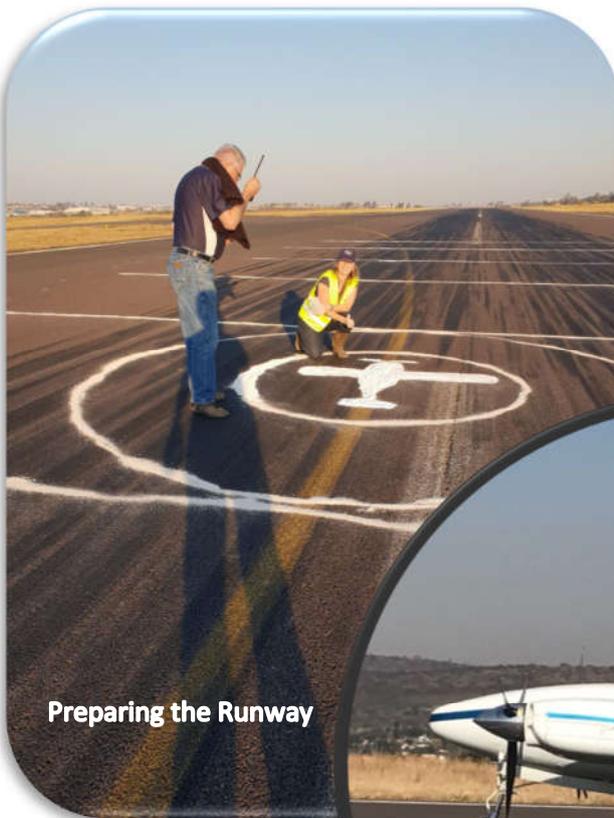
6. Use land-loving ducks. It is very discouraging to break out and find yourself on final approach for some farm pond. Also, the farmers sometimes suffer from temporary insanity when chasing crows off their mielie fields and will shoot anything that flies.

7. Choose your duck carefully. It is easy to confuse ducks with geese because many water birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction you do. If your duck heads off for the Okavango Swamps, you may be sure you have been given the goose.



Recent Events

Spot Landing Competition, Sunday 22 July 2018



Preparing the Runway

Gentlemen, Gentlemen, Gentlemen, I must shake my head, drop my eyes and smile. I am not sure if you were just being Gentlemen, or if you need to UP YOUR GAME... The gauntlet was dropped, we had 16 Contestants, and a variety of aircraft taking part, from a Trike to a Chipmunk to a Baron! And Gentlemen, you let the ladies win AGAIN!



Barry in the Baron on the Bulls Eye !

Oy it was masterful how Barry Williams planted that Baron right on the bullseye!!!

It's a shame it was his fourth attempt, and so it didn't count. Ai ai ai.

All in all the day was a HUGE success and GREAT FUN.

There were 16 Contestants taking part from Student Pilots to Light Sport pilots, PPL's and seasoned Career Commercial Pilots flying from a TRIKE to a BARON !

Of course, our C172 Club Aircraft took part... ZS-KVW and ZS-KNI (WES and JKK were both in Maintenance).

All Contestants had to fill in a Competition Entry Form, and their Aircraft Registration. Every Contestant could do three landings only. The highest score would win, at a maximum of 300 points with the bullseye scoring 100 points, and the scores decreased by 20 points in 5-meter increments away from either side of the bulls eye.

Points were deducted for the following:

Bounces - minus 10 points per bounce; HEAVY landing – minus 10 points; flap retraction before touchdown – zero score for the landing. Tricycle Undercarriage: minus 20 points for a three-pointer and minus 50 points for a nosewheel landing. Tailwheel Undercarriage: minus 20 points for a wheel landing.

The standard of landings on the whole was very good, a testament to the airmanship of our aviators! We had sixteen Entries in total, and the Judges were Steve Svendsen (Chairman), John Arkley (Committee Member), Lize Howard and Di Santoro.

The first three placeholders were:

1st Telani Lithgow flying a Club C172 – KNI, with 240 points. Telani is a Career Flight Instructor with approx. 3500 flying hours.

2nd Michael Agnew & Lance Poynter both with 200 points, Mike flying a Club C172 - KVV with TWO bullseyes and one total miss, (he says he got cocky, and expected to win, so watch out next year folks!) Mike has approx. 2200 hrs and holds a CPL. He usually flies C182', C206's and the C337.

Lance flew his gorgeous taildragger Chipmunk up from Scotties. Lance has a PPL and has clocked approx. 1650 hrs.

3rd Tristan Langmead in a Club C172 - KNI. Tristan has a PPL and approx. 120 hrs, and is working towards his CPL.



**The event even made it
into the Witness
Newspaper !**

Aviation enthusiasts treated to a day of fun and learning

CHelsea PIETERSE

THE Pietermaritzburg Aero Club was abuzz yesterday morning as members took part in a spot landing challenge to improve landing accuracy skills, while aviation enthusiasts watched in delight.

With clear skies and not too much wind, spectators took their places behind red cordon tape at the edge of the landing strip, all eager to see which pilot would make the most accurate landing.

Pietermaritzburg Aero Club's Telani Lithgow said 16 pilots took part, including Lithgow, who was the only female pilot to participate.

She said the event aims to improve landing accuracy skills, which in turn promotes safety "while having a little fun".

She said pilots aim to land on the bull's eye marked on the landing strip.

"Bull's eye is a score of 100 points and the scores decrease from the aiming spot by 20 points per five metres.

"The aircraft approach at between 50 and 80 knots, which is equivalent to 93 to 148km/h.

"Then the quality of the landing comes into play. Points are lost for hard landings, poor technique, and bounces."

In first place came Lithgow herself with 240 points.

Second place was a tie with Lance Poynter in his Chipmunk, ZS-IZU and Michael Agnew in the Aero Club's other Cessna 172, ZS-KVW with 200 points. "Mike Agnew landed on the bull's eye twice", Lithgow said.

"In third place was Tristan Langmead, scoring 180."

The club was established at Pietermaritzburg Airport in 1938.



Lance Poynter, who came second in the spot challenge, in his Chipmunk landing on the target.

PHOTO: LIZE HOWARD-BROWNE

ritzburg Airport in 1938.

"This was when it was a grass strip, with the gorgeous little Oriki buck gracing the landscape," said Lithgow.

"This year the Club turned 80. Our main objectives are to promote goodwill, co-operation, recreational and social interaction among aviators and aviation en-

thusiasts ... We aim to foster, encourage and advance power flying in all its aspects and to this end, offer a flight training facility at the Pietermaritzburg Aero Club."

Next year we expect to have an even more successful Spot Landing Competition! More Contestants, more Categories and possibly even more Celebrities! Although we didn't see Charlene Wittstock, now Charlene, Princess of Monaco, we DID see the most important part of her visit... the GoRgEoUs G8, (pictured *right* and behind our C172



ZS-KNI, which was about to take part in the Spot Landing Challenge). When the G8 turned around Sunday arvie, it blew out a door and a window of the Terminal Building and uprooted a bush! The pic *left* is Telani Lithgow in the Cockpit of this G8, Sunday evening, after asking the French Pilot's to please not do the same to the Baron parked on the grass outside the GA Gate. They assured her the Baron would be safe and said they were surprised at their

recommended parking spot as we suppose they understood the power output of their engines in the taxi a little more intimately than ATC, before the incident. One wonders why they did not make this clear.

Previous Spot Landing Challenge Winners:

- 2017 Lara Denton, flying ZS-KVW, C172. (fresh PPL at the time)
- 2016 Noel McDonough flying ZU-AEE a Kitfox Taildragger. (PPL & NPL Instructor)
- 2015 Craig Wing flying ZU-TOY, his own Jabi 4. (PPL)

New Competition Club Rules

At the next Spot Landing Challenge, there will be a set of rules over and above the actual event rules pertaining to who may enter, (Club staff members will be excluded), as well as a few others. These Rules will be posted on the Notice Board at the Club within the next month. Members are asked to challenge or question the rules BEFORE any future event, and not afterwards.

Onwards and Upwards!

Lufthansa A320 Simulator



Regina van Vuuren, wife of James van Vuuren who completed his PPL at Pmb Aero Club in March 2016, got lucky on her most recent trip to Germany to visit her family. She

was treated to a front row seat in the Lufthansa A320 Training Simulator!

Regina is presently doing her NPL with Larry van der Merwe (Snr) at Rainbow Flight School in Ladysmith.

Oshkosh

The **BIGGEST** aviation event in the **WORLD** is held annually at Oshkosh, USA, and this year James Bentley, Cameron McKenzie and Kenny O'Connor attended it. James and Cameron came



to tell us all about it on Fri 7th Sept, and they say the scale is simply mind-blowing! James was gifted money towards this life long dream from many good friends, which allowed him to attend, Kenny won the EAA trip at the convention in Vryheid this year, and Cameron, well, he is simply a spectacular businessman, with the BEST Super Spar in town, and paid his own way there!



James had a slide show and his descriptions, punctuated with Cameron's enthusiastic input, were a delight to listen to.

The Pub was abuzz, and a great time was had by all who attended.



I am dreaming of immersing myself in this event! Perhaps the Pmb Aero Club should organise a group tour next year?

oOo

Solo Party

The Solo Party on 13 July was a lively event organised for David van Rooyen, Nathan Lindsey, Haden Jacobs and Henry Keith. Sadly of the four, only David made it to his SOLO Party!



In spite of this, it was a fun evening, and a suitable celebration of this very special



David & his proud parents



SOLO event.

Future SOLO Students, please note the Party is thrown in YOUR HONOUR and your attendance **is not a request!**

Be there or face THE CONSEQUENCES!



oOo

Upcoming Events

Safety Meeting

When: 21 Sept 2018
Time: Start at 18h00 LMT
Where: Pmb Aero Club
Topic: Normalisation of Deviance



Pub
Meals
available
oOo
Pub will
be OPEN

Guest Speaker: Gavin Barry. Gavin has been with SAA for twenty-two years, and is a Senior Training Captain on the A320 and A340. The topic, "*Normalization of Deviation*" is part of the SAA training curriculum, and links in with "*Threat and Error management*". The topic has been tailored for General Aviation and is an informative and interesting talk. Unless you are not interested in Safety, we highly recommend you attend this Friday evening!

New SO: Come and meet our new SAFETY OFFICER, Brett Mouton. Brett has been flying since the late 80's, and is a part-time Instructor at Pmb Aero Club.

Safety Meetings are held every three months at the Pmb Aero Club. Not only are they necessary to attend from a SAFETY point of view, they are also informative and may just save your life.

Planned Airshow at FAPM this year

The SACAA will be hosting its annual air show at Pietermaritzburg Airport on 27 October 2018 as part of the October Transport Month celebration.

The October Transport Month campaign is an annual feature on the calendar of the Department of Transport and is one of the platforms by which the department and its entities engage directly with its stakeholders. The objective of Transport Month is to:

- Raise awareness of the importance of the role of transport in the economy;
- Invite civic society and business to participate in providing a safer, more affordable, accessible and reliable transport system for the country.

The SACAA has hosted various air shows and career exhibitions since 2015 in various provinces, such as Kwa-Zulu Natal, Limpopo and the Eastern Cape. They have successfully partnered with various aviation stakeholders to ensure that they generate an interest about the aviation industry amongst the youth from previously disadvantaged communities.

This year's celebration will also be in line with the government's commemoration of "The centenary of Nelson Mandela and Mama Albertina Sisulu" and Umgungundlovu District Municipality has been identified as host for this year's event. They plan to host 1000 learners and 3000 members from the surrounding communities under Umgungundlovu District Municipality, with the main focus on the rural areas.

They have requested our participation as the Pietermaritzburg Aero Club at this year's air show and to be involved in the planning thereof. They have also asked us to provide static displays for the learners and to assist them by making our hangar available for air show activities such as aviation career presentations and exhibitions by different aviation stakeholders.

Please let Julie know if you wish to assist with this in any way, so we may include you in any relevant meetings. There is not much time!!

Pmb Aero Club 80th Celebration!

Plans are underfoot for our Pietermaritzburg Aero Club 80th CeLeBrAtIoN ! We expect to fix a date for November and tickets will be on sale. More information will be forthcoming in due course.



Club Comms

Safety First

In September 2012, three people died in a light aircraft accident after taking off VFR in IMC from Pietermaritzburg. This was in spite of FOUR people recommending that they delay their departure.

Present day: On Saturday, September 1st, 2018, the cloud was rolling down the Pietermaritzburg / Hilton hills again like a sultry welcome to the summer weather all VFR Maritzburg Aviators dub a pub day. Two young aviators from Johannesburg Flight School, Lesedi and Richard, had been delayed in their departure from FAPM because of a fuel leak on the port wing of their C172. By the time Mike from Oribi Flying



Services had fixed the leak, it was dark and spitting, and Tower had already closed. (They close at 3pm LMT on a Saturday).

Lesedi and Richard planned to leave for home, and asked Steve Svendsen, our Chairman, to open the GA Gate for them. Steve told them he

thought it was not a good idea that they leave due to the weather. They said they were going anyway. Steve walked away to get a remote to open the gate, then told Lucio Santoro, (one of our Committee Members), who was also around at the time, that he just could not let them go.

Steve went back to the two young aviators and invited them to supper, and offered them a place to sleep at his home. They accepted, and Steve and Lucio took them for Pizza at Crossways, a delightful little Hotel/Pub in Hilton. The happy ending to the story is they flew safely home the next morning.

Thanks to our Chairman, Steve Svendsen, for averting what could too easily have been another tragedy. Safety First.

Foxbat Crash, 2 injured



Also on 1 September:

Brett Hill was flying his Foxbat out of Light Flight with Mark Dickson from Ballito. They lost power on take-off on 19 and crashed near the threshold of 06. Both occupants were conscious but require hospitalization, and were taken to Hillcrest Hospital. (comment from Linda Williams on Light Flight Group)

Both men have fractured vertebrae, concussion, cuts and bruises. Mark has two cracked ribs, and Brett had a torn eyelid, eye okay thank goodness!

The cause of the accident is not confirmed but speculation is that it is fuel related. It appears the men ran out of airspeed and thumped down vertically shortly after the engine lost power.



They are in our prayers and we wish them a speedy recovery.

Credit Cards for Fuel in Club Aircraft

The Credit Cards for our Club Aircraft have expired. Because they are used so seldom, and become inactive anyway when not used, the Club will not be renewing them.

If you plan to hire a Club Aircraft and refuel away from base, then please use your own payment method, and bring the fuel slip to Julie. She will refund your fuel at the cost price of fuel to the Club, and you will be responsible for any difference in price, including a possible refuelling fee. If it is in your favour, you will benefit.

Snow in the Berg! Again!

Heavy snows fell in the berg and as far as Karkloof and Maritzburg and surrounding areas. Residents woke up to a magical land of snow on the 9th of September! Hellooooooo Spring?! Here are some pics:



James Bentley at Impendle ↓ ↑

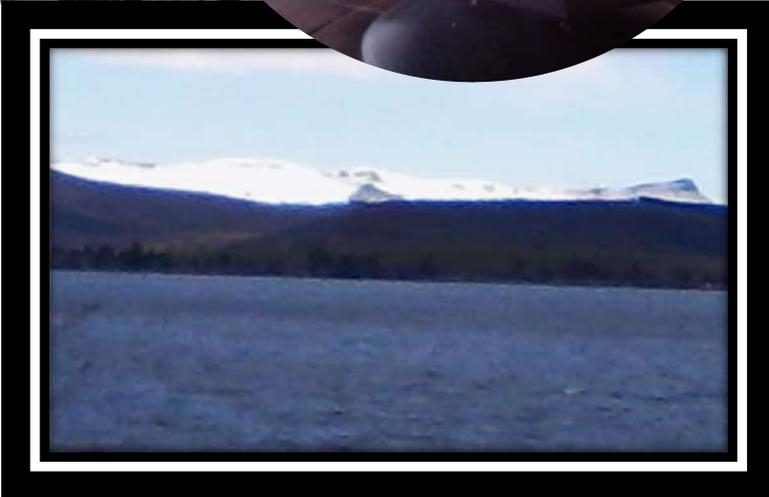




Top: Johan Riekert and Lucio Santoro snow hunting... (Any excuse for a flight!)

Right: Snow from Midmar Dam – pic by Louise Lithgow

Circle: Nice warm toasty fire at the Club, enjoyed with Ricoffy...



Fuel Price



incl VAT	July Rate	August Rate	Current Rate
AVGAS	R20.90	R21.60	R22.70
JET A1	R14.10	R13.60	R14.50



Three Committed Aviators off to fix the Jet A1 Fuel Supply! →

Calendar

Although not all dates are confirmed, here is a rough idea of when things will be happening around here in 2018:

July	August	September	October	November	December
All done	Finito	Fri 7 th Oshkosh talk Fri 21 st Safety Meeting – Compulsory for Students	Fri 5 th 100's Club CAA Airshow Halloween Party	Fri 2 nd 100's Club 80 th Celebration & Trophy giving	Fri 7 th 100's Club

Fleet Hours & Hire Rates

All prices are VAT inclusive.

	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	From 26 Jul'18
C150	0.9	1.1	0	0.8	6.8	0.5	0	
per hr hire rate	R1180	R1180	R1180	R1190	R1190	R1190	R1190	R1480
C172	41	13.4	28	35.6	46.3	41.5	32.9	
per hr hire rate	R1850	R1850	R1850	R1870	R1870	R1870	R1870	R2050
Sling 2	6.5	30.2	43.9	51.6	60.6	71.0	27.4	
per hr hire rate	R1000	R1000	R1000	R1010	R1010	R1010	R1010	R1110
Arrow (dual ph only)	R3580	R3580	R3580	R3580	R3519	R3519	R3519	R3519
Instructor rate	R402.50 per hour flying R273.70 per hour briefing							

The rates will be reloked at in 6 months, except the C172 which is going up to R2080 on 26 Sep

New Club Members:

A warm welcome to our new Members, Ian McDonald, Sasha Wüst, Njabelo Mtolo, Leonard Steyn, Simon Purdon, Joshua Kennard, Joël Barry, Bryan Berkeljon, Lucinda Batty and a new Corporate Member, Truda Foods.



Aircraft news...

ZS-KNI & KVW

Both have less than 50 hours to MPI. Please do not over-fly!!

ZS-JKK

The prop has been adjusted to a finer setting, and her take-off performance seems to have improved. I got 500ft per minute in the climb on a day just over 20°C, so MUCH better!

FOR SALE - C150M ZS-JKK

Total time AF: 12 188
Prop Total time since O/H: 1246
Engine 2497
Engine since O/H: 968 TBO (2000)
Airframe: 8/10 - Interior: 7/10
Sold with fresh MPI: R290,000 incl VAT ono



Contact Julie at Pmb Aero Club - 033-386-3952 - pmb-aero@mweb.co.za

She is still for sale, but is also begging to be flown.

ZU-WES

As everyone knows, our boy WES has been a bit of a problem child. He is such a delight to fly, but has been spitting out errors and our local AMO's have been scratching their heads. Other 912iS Slings at other Flight Schools have had NO PROBLEMS, so what's up with WES? Well, we flew him up to TAF (The Airplane Factory, home of the Sling, at Tedderfield, Joburg), on Thu 13th, using his last remaining hours to MPI. Strong headwinds made this a 3.1 hour flight. They have picked up multiple errors and have been attending to them all, and it's taken a bit longer than we hoped, but we anticipate it will all be worth it. Some of the problems have been corrected under warranty. We expect him back soon, AS GOOD AS NEW !!

Aircraft Booking System change - SEAMS

Plans are under foot for a new-look Pmb Aero Club website. As soon as that is launched, the SEAMS system will become operational.

Pmb Aero Club Member Pilots will be able to book and cancel aircraft online or from their cell phones. Students may have to call in to their instructors or the office for bookings.

We will have a meeting in due course on how to operate the system. It looks daunting, but is actually user friendly and even fun!

Our Aero Club Committee:

President:

Anthony Grant



Chairman:

Steve Svendsen



Treasurer:

Martin Hellberg



Committee Members:

Gary Hughes



Brian Hawksworth



Lucio Santoro



Johan Riekert



John Arkley



Luke Volans



PUB 'n GRUB

@ the Aero Club

every FRIDAY

take a night off cooking

GREAT MEALS AT GREAT PRICES



FOR SALE



Full set of second-hand PPL books for sale.
Almost new. Being sold as (ex) PPL Student is emigrating soon

R400 for everything!

Contact Marc Moskovitch on 079-517-5389

FOR SALE - C172N Engine



Lycoming 0-320 H2AD Timex complete Engine,
in good running and all round condition.
All maintenance schedules & Blow by's available.
R50,000 ono

Contact Julie at the Pmb Aero Club
033-386-3952
pmb-aero@mweb.co.za



We are expanding our "For Sale" section. If you have anything you want to sell, please contact the office for inclusion in the next Newsletter under this section.

Aero Club Shop



Soft, comfortable

100% Cotton Polo shirts

&

Peak caps



Branded Clothes:

Pmb Aero Club Golf Shirts	R 230	In stock
Pmb Aero Club Peak Caps	R 70	In stock
Pmb Aero Club ties	R 35	In stock
Pmb Aero Club Jersey	R 260	Out of stock
Pilot Logbook (large)	R 315	In stock
Fuel Tester	R 178	In stock
Pmb Aero Club Wings	R 220	In stock
Epaulettes	R 290	Out of stock
Headsets	R2,736	In stock
Headset bag	R 364	Out of stock
Durban Maps – laminated one side for easy folding: 1:500 000 & 1:1 000 000	R 50	In stock

Books:

PPL – by Jim Davis	R 130	In stock
The Air Pilot's Manual – by	R 700	In stock

Avex Study Notes for PPL:

Principles of Flight	R 178	In stock
Navigation	R 225	In stock

Meteorology	R 218	In stock
Human Performance	R 173	In stock
Flight Performance	R 153	In stock
Aircraft General	R 214	In stock
Airlaw	R 170	In stock
Radio Handbook – Dietlend Lemp	R 230	In stock
Aero Club PPL Bag	R 250	In stock

Nav Tools:

Square Protractor	R 215	In stock
Ruler	R 200	In stock
E6B Whizz Wheel	R 250	In stock
CX2 Pathfinder	R1,400	In stock
Aircraft Checklist	R 30	In stock
Kneeboard	R 380	In stock
First Lesson Brief	R 30	In stock
Bumper Stickers	R 10	In stock

Instructors Input

What's in a Night Rating?

You can do a Night Rating as a PPL, but you MUST have one to hold a CPL. A Night Rating allows you to fly VFR ONLY, by night. It includes your first TEN HOURS of INSTRUMENT flight training, and is usually done by day under the hood, as your Instructor needs to keep a look outside and maintain visual separation from other airplanes and terrain.

You need to do FIVE night landings, minimum, or until competent, and one triangular night cross country as part of your training. The night circuits include various "failures" of lights and flight instruments.

You must write one exam online, all the information for which is in your PPL exams syllabus.

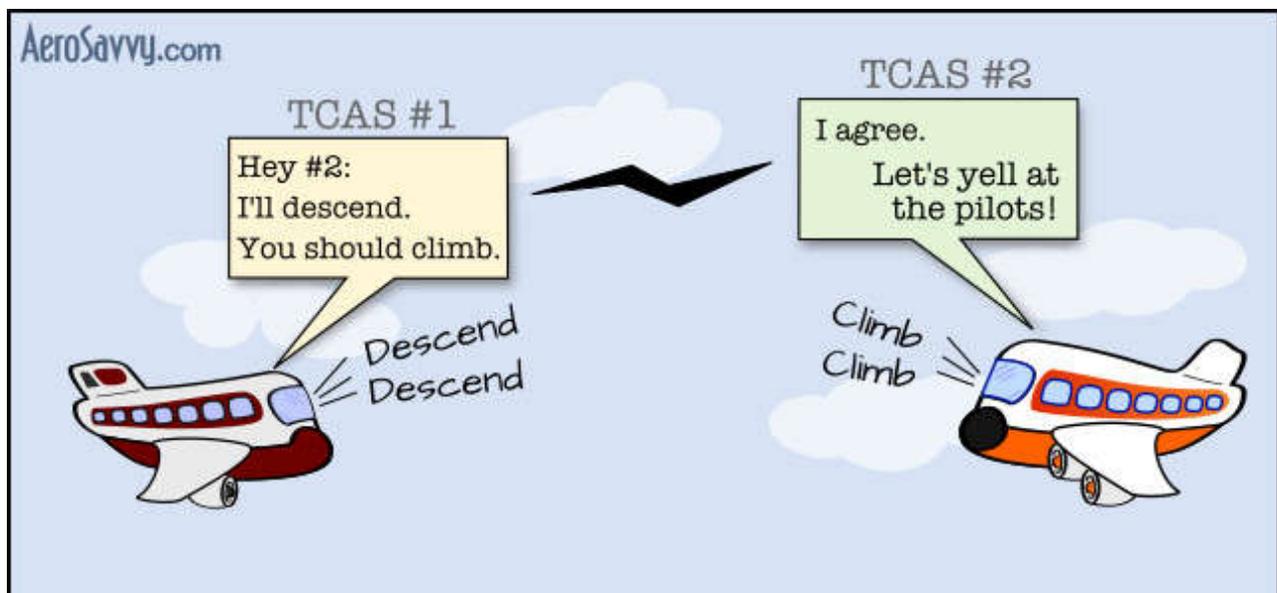
Including your Flight Test, your Night Rating should take about 20 hours to complete, as part of every "Instrument" flight is VFR, for the take-off and landing.

Safety Culture

Recently, an Airlink Pilot reported an “Incident” involving a Club Aircraft, when Airlink was on the GNSS approach for runway 16. This is what happened:

ZU-WES, (Sling2), was just airborne off runway 17 at Eva’s Field. The Sling pilot called Tower shortly after take-off, at 4200ft, between the N3 and Hilton College. At this point the Pilot reported the Sling’s position, changed to 122,0 for Pmb Tower, and called for joining. The Airlink pilot reported position “DUDMA” at about the same time on 122,0 and the Sling pilot, not being GNSS rated, was not quite sure exactly where this position was. (Apparently it is somewhere near Shafton).

Eva’s field off 17 puts one pretty close to long final approach for Rwy 16, and is to the East of the Worlds View Mast at FAPM, and is at an elevation of 3500ft. Tower asked the pilot to report at Edendale Ridge, to which the Sling pilot asked for confirmation that the Tower wanted the Sling to cross the extended centreline at FAPM.



Tower came back with the command that the Sling should report crossing Northdale Ridge at 4000ft. The Sling Pilot complied and went back onto 124,2 as they remained in the Durban SRA. The pilot called Tower at Northdale and the rest is uneventful.

Another pilot heard the Airlink pilot having a cadenza about this “incident”. Talking to ATC at FAPM afterwards revealed that no incident was filed as both aircraft were in the Durban SRA and were therefore responsible for their own separation. Airlink probably have an SOP about traffic within 2nm on their TCAS.

ATC Management asked, however, that all non-airline pilots under VFR please either call FAPM Tower north of Midmar Dam for joining, or simply head for Edendale or Northdale Ridges as the norm for joining while avoiding crossing the extended centreline for FAPM.

Being the Safety Conscious and co-operative Flying Club that we are, we respectfully request of all pilots reading this Telstar, to acquiesce to ATC’s request.

Red Tag System

Pietermaritzburg Aero Club is committed to safety. There are **Aviation Hazard Reporting Forms** and a **RED TAG System** which ALL Pilots and Students are required to check regularly and sign once read in the **RED folders** on the Aircraft sign-out desk.

All Safety Meetings are COMPULSORY for Student Pilots, and PPL's are required to attend at least ONE per annum. Safety Meetings are held once every THREE MONTHS.

The next SAFETY MEETING will be held on 21 September 2018.

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Please feel free to contribute if you find something interesting, an article, a joke, a recommended book, or, even better, a personal experience.

Please also feel free to contribute flying related content on the Members Only Facebook Group: Pietermaritzburg Aero Club (PAC).

Regarding contributions, the Telstar look and feel has, in a very large part, become what it is thanks to the interest, comments and suggestions I have received from John Arkley. Thank you very much John, for your guidance and support for this publication.

Until next time, happy flying!



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